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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER



basic imagery interpretation report

## Novosibirsk Scientific Institute of Aviation SIBNIA (S)

STRATEGIC WEAPONS INDUSTRIAL FACILITIES

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INSTALLATION OR ACTIVITY NAME		COUNTRY		
Novosibirsk Scientific Institute of Aviation SIBNIA		UR		
UTM COORDINATES	GEOGRAPHIC COORDINATES	CATEGORY	BE NO.	COMIREX NO.
NA	55-04-13N 082-59-51E			NIETB NO.
MAP REFERENCE				

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SAC. USATC, Series 200, Sheet 0162-10, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
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**ABSTRACT**

1. (S/D) This is the first NPIC report dealing solely with the Novosibirsk Scientific Institute of Aviation SIBNIA, USSR. It updates information on SIBNIA in two previous NPIC reports [ ] and supersedes the information on SIBNIA in NPIC report [ ].

2. (S/D) Construction completed since [ ] the information cutoff date of the last report, has added 3,103 square meters of floorspace to the facility. Approximately 9,464 square meters of floorspace were still under construction.

3. (S/D) This report contains a location map, four annotated photographs, and a complete, revised table of mensural and construction data for SIBNIA as of [ ] the information cutoff date of this report. Areas within SIBNIA have been delineated to show the probable existence of the Siberian Radio Research Institute of Aviation. A chronology of significant activity at SIBNIA since August 1957, the earliest available imagery, is included in this report.

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**INTRODUCTION**

4. (S/D) This is the first NPIC basic report which describes separately the Novosibirsk Scientific Institute of Aviation SIBNIA. It updates the information on SIBNIA in two previous NPIC reports<sup>1,2</sup> which essentially discussed the Novosibirsk Airframe Plant Chkalov 153 [ ] and supersedes the information on SIBNIA in a third report.<sup>3</sup> The numbering system for buildings at SIBNIA in the earlier reports has been superseded as has some of the mensural data. The construction discussed in this report covers the period [ ] and updates the 1978 report.<sup>2</sup> The chronology of significant activity at SIBNIA, not previously included in NPIC reports, covers the time period from 1957 through [ ].

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5. (S/D) This report provides a revised total area and floorspace for SIBNIA based on collateral and photographic information. A portion of the area previously attributed to SIBNIA now appears to be used for the storage/maintenance of agricultural or construction vehicles. This area accounted for [ ] square meters of floorspace in 1978.<sup>2</sup> In addition, both photography and collateral<sup>4</sup> indicate that a separate facility, the Siberian Radio Research Institute of Aviation, may exist within the area previously thought to be a part of SIBNIA. However, since the Radio Institute has not been conclusively identified as a separate entity, it is included as part of SIBNIA in this report. The buildings attributed to the probable Radio Institute contain [ ] square meters of floorspace. The remaining floorspace totals [ ] square meters with an additional [ ] square meters of floorspace under construction. When construction is complete, SIBNIA, minus the Radio Institute, will have approximately [ ] square meters of floorspace. By including the Radio Institute, the total completed floorspace would be [ ] square meters as of [ ].

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**BASIC DESCRIPTION****Historical Data**

6. (S/D) The Novosibirsk Scientific Institute of Aviation SIBNIA is in the Dzerzhinskiy Rayon of Novosibirsk in the Siberian Military District (Figure 1). SIBNIA is adjacent to Novosibirsk Airframe Plant Chkalov 153 and Novosibirsk Airfield Northeast [ ]. The institute was established during World War II as an evacuation site for the Ramenskoye Central Aerohydrodynamic Institute of the Soviet Aircraft Industry (TsAGI; [ ]) near Moscow.<sup>5</sup> Subse-

quently separated from TsAGI, SIBNIA reportedly became more concerned with applied than with basic research<sup>6</sup> and supported design refinement on existing airframes. The institute is probably associated with TsAGI, the design bureaus,<sup>5,6</sup> Novosibirsk Airframe Plant 153, and Novosibirsk Airfield Northeast. It is likely that SIBNIA performs periodic fatigue or stress testing of aircraft produced at Plant 153.<sup>7</sup> Novosibirsk Airfield Northeast is the test and flyaway field for Plant 153 and also probably serves SIBNIA since aircraft seen at SIBNIA are occasionally first identified at the airfield.

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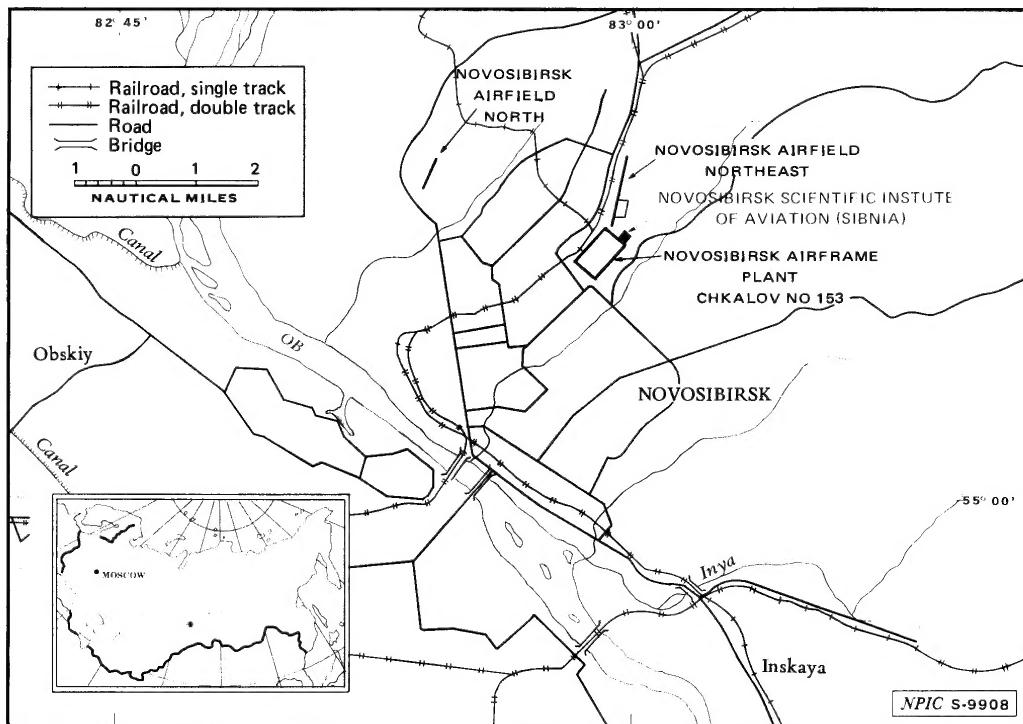


FIGURE 1. LOCATION OF NOVOSIBIRSK SCIENTIFIC INSTITUTE OF AVIATION SIBNIA

7. (S/D) In 1956, SIBNIA reportedly had three major departments—the aerodynamic department, in charge of wind tunnels, design and construction of models, construction of test stands, and data processing; the structural test department, in charge of stress and load testing at various temperatures; and the instrumentation department, primarily in charge of the design, development, and production of instruments for other SIBNIA elements, as well as some work for non-SIBNIA customers.<sup>5</sup>

planned for establishment at SIBNIA in the late 1950s.<sup>5</sup> However, no photographic evidence of wind tunnel construction has been observed. Further information indicated that a hypersonic wind tunnel, frequently tasked by Plant 153, was at the Institute for Theoretical and Applied Mechanics (ITAM) in the Novosibirsk Academy of Sciences, Siberia ( [redacted] )

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#### Physical Facilities at SIBNIA

[redacted] The buildings reportedly housing these wind tunnels were completed prior to the first overhead imagery of SIBNIA, thus making photo confirmation difficult. However, the identification of 13 gas pressure tanks near items 20 and 22 supports the reported existence of wind tunnels in these buildings.

10. (S/D) A fourth wind tunnel—with hypersonic capabilities—was reported to have been

11. (S/D) In previous NPIC reports,<sup>1,2</sup> the area attributed to SIBNIA was assessed to be approximately 30.3 hectares. However, both collateral information and imagery indicate that the area related to the aircraft industry actually covers 29 hectares. The evidence for this is discussed below and, for clarity and ease of reference, four separate functional areas, A through D, are delineated in Figure 2 and Table 1.

12. (TSR) Area A, the research area, comprises 15.9 hectares and contains 26 significant buildings with [redacted] square meters of completed floorspace. Two wind tunnel buildings (one of which is possibly antiquated), two structural test and engineering buildings for aircraft components, and research support buildings, such as laboratory buildings, engineering buildings, and shop buildings are in this area.

13. (S/D) Area B, the construction area and boneyard, comprises 5.9 hectares and contains eight significant buildings. Construction is ongoing on a structural test and engineering building (item 27, Figure 3), and with its completion the total floorspace for area B will be [redacted] square meters.

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**Table 1.**  
Novosibirsk Scientific Institute of Aviation SIBNIA  
(Items keyed to Figures 2 and 3)

\*This numbering system supersedes that used in the two previous reports.<sup>3</sup> For reference purposes, the previous item numbers are shown in parentheses in the remarks column.

Journal of Clinical Anesthesia 2000; 12: 303-310. © 2000 by the Society of Clinical Anesthesiologists. 0898-2394/00/1203-0030\$15.00/0

\*\*\*This dimension may not fall within:

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14. (TSR) Area C, containing 3.9 hectares and previously attributed to SIBNIA, may be in fact another facility related to the aviation industry and perhaps to Plant 153. A solid wall separates area C from area A with no direct access visible between the two facilities. The architectural style of the buildings and the appearance of the grounds in area C are distinct from those in area A. Furthermore, no aircraft components have been identified in area C. In addition, while the main entrance to SIBNIA is at an administration/security building (item 21, Figure 3), the main entrance to area C is at two administration buildings/gatehouses (items 39 and 40). [redacted]

[redacted] There is no photographic evidence to indicate a change in function for area C since it was initially observed in 1957. Thus, while it appears likely that area C is a separate facility from SIBNIA, conclusive evidence validating the existence of the Siberian Radio Research Institute of Aviation has not been found. Therefore, the reputed Radio Institute is being reported here as area C of SIBNIA.

15. (TSR) Area D, the aircraft electronics/radar test area (AE/RTA), is 3.3 hectares and has [redacted] square meters of floorspace. Area D is believed to be associated with SIBNIA and/or the reputed Siberian Radio Research Institute of Aviation. In the AE/RTA, aircraft models mounted on pedestals are probably used to test electronics/radars on the aircraft in concert with various other electronic components or with the airframe itself. Additionally, radar cross-section tests could be run with radars either above or below the models. The three lattice towers could be used to mount radars to point down on aircraft models on nearby pedestals (Figure 3). From time to time, the towers have been observed in different locations, and during the time when aircraft models were present, four towers were visible (Figure 4). In addition, several lower lattice towers, a control building, a storage shed, and a security building were observed in area D.

16. (TSR) The facility immediately outside the aircraft electronics/radar test area appeared to be used for construction or agricultural support (repair/storage of tractors and trucks). The access from this area into the AE/RTA appears little used and is probably controlled from a small security building (item 45, Figure 3) within area D. Therefore, the storage/maintenance area is no longer considered to be part of SIBNIA. This reduces floorspace attributed to SIBNIA in the last report by [redacted] square meters and accounts for a decrease of 1.3 hectares in total area.

## Construction

17. (S/D) In 1979, the engineering building (item 38, Figure 3 and Table 1) in area C, under construction during the last report, was completed and contains 3,416 square meters of floorspace.

18. (TSR) The structural test and engineering building (item 27) in area B was still under construction. Section a of the building was completed during the period of the last report, and

sections b and c are still incomplete. Section d, designated in the last report, has been razed. When complete, this building will contain approximately [redacted] square meters of floorspace.

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19. (S/D) In area A, an engineering section addition (item 14h) to the test and engineering building was under construction. The completion of this section will add approximately 297 square meters of floorspace to the building.

20. (TSR) As of [redacted] SIBNIA contained [redacted] square meters of completed floorspace with [redacted] additional square meters of floorspace under construction. When construction is complete, there will be a total of [redacted] square meters of floorspace in areas A through D. Floorspace in area C accounts for [redacted] square meters of the completed floorspace.

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26. (S/D) In November 1968, a possible BEAGLE, a CAMEL without outer wings, a possible BEAR/CLEAT wing panel, and a possible MOUJIK fuselage were at SIBNIA. In the AE/RTA, one of the probable BLINDER models was on a pedestal, and the CHARGER- and FOXBAT-type models appeared to be on the ground. Snow covered the ground and may have obscured the other models.

27. (S/D) In 1969, the major activity identified at SIBNIA was related to the COOT aircraft. A possible COOT fuselage section was seen in June, a COOT without outer wing panels was present in September, and in October one COOT without wings was present. In January, a possible CAMEL was present, and in June a possible CAMEL empennage and possible FLAGON fuselage were identified. The AE/RTA was unchanged from 1968.

28. (S/D) In 1970, the following aircraft/objects were seen at SIBNIA: BISON components (a center fuselage section with wing root, two inner wing panels, a BISON B nose, an aft fuselage section, and a vertical fin), one intact BREWER, BEAR/CLEAT wing panels, a possible CLEAT forward fuselage section, two COOT fuselages being disassembled, and one CRATE without outer wing panels. In the AE/RTA in August 1970, the CHARGER-type model was on a pedestal, and the other models were on the ground.

29. (S/D) In 1971, aircraft components identified at SIBNIA were BISON components (nose, aft fuselage, and portions of two inner wing panels), a possible FITTER fuselage, a COOT fuselage, a probable CAMEL/COOKPOT fuselage section with inner wing attached, two CRATE fuselages with wing roots and engine nacelles, a probable MANDRAKE fuselage, and four major transport/bomber fuselage sections. No change was observed in the AE/RTA.

30. (S/D) During 1972, BISON components (fuselage section, two inner wing panels, and a probable nose section), probable BEAR/CLEAT wing components and a probable CLEAT aft fuselage section, a FLAGON fuselage and probable FLAGON A wing, a possible FITTER fuselage and FITTER A wing shipping container, a probable COOT nose section, a CRATE fuselage with wing roots and engine nacelles, and four large transport/bomber fuselage sections were identified at SIBNIA. The AE/RTA contained a probable CHARGER-type model and a probable fighter model with modified delta wings, both on pedestals. The models of the probable BADGER, two probable BLINDER, and the probable FOXBAT were lying on the ground and appeared to have been discarded. Other objects on the ground with these models could not be identified and may have been pieces of the above named models.

31. (S/D) During 1973, three probable fighter fuselage sections and numerous major transport/bomber fuselage and wing sections were seen at SIBNIA. Many of these components had been present in 1972. No change was observed in the AE/RTA.

32. (S/D) In 1974, significant aircraft and components seen at SIBNIA were a possible BISON B nose, a BEAR/BISON fuselage mid and aft section, and in December a probable BISON without outer wing panels; an intact FIREBAR B; an intact COOT (subsequently a COOT without outer wings was seen), and one COOT inner wing panel; a possible MAIL fuselage; and a possible MANDRAKE fuselage. In addition, major transport or bomber fuselages, wing sections, and a nose section were observed as well as several possible fighter fuselage sections. An unidentified probable aircraft shipping container<sup>6</sup> was also present beginning in June. By September, the end of the container believed to hold the aircraft nose had been removed.\* There was no apparent change in the AE/RTA.

\*See paragraph 35 for added information on this container.

33. (S/D) Significant aircraft and objects identified at SIBNIA in 1975 were an intact FENCER; an intact FISHBED; a CARELESS without outer wings and two CARELESS outer wing panels; and a COOT fuselage disassembled into three sections—forward, aft, and center with inner wings attached. Subsequently the forward and aft fuselage sections were joined to form a shortened COOT fuselage, and the center section with inner wing panels was seen separately. Major transport/bomber fuselages and wing sections, including possible BISON components, were still present. The AE/RTA appeared to be unchanged.

34. (S/D) Significant aircraft and objects seen at SIBNIA in 1976 were components of a BISON (fuselage sections and a BISON B nose); a BEAR/CLEAT wing section; a FLAGON fuselage and a possible FLAGON empennage; FITTER-associated objects (a fuselage, a possible wing, and a FITTER A wing shipping container); a CARELESS fuselage with inner wings—the tail had been removed; the shortened COOT fuselage and the center fuselage section with inner wings (described above), plus two probable COOT outer wing panels; and a probable FISHBED shipping container. The AE/RTA remained unchanged except that the probable fighter model which had been on a pedestal was no longer discernible.

35. (S/D) During 1977, aircraft and components remained much the same as in 1976 except that scaffolding and a temporary fence were built around the CARELESS fuselage. Scaffolding and fencing around aircraft are not unusual here and presumably aid in both disassembly and safety. A FLAGON fuselage with vertical fin and, subsequently, an intact FLAGON/FISHPOT fuselage were seen; a FITTER fuselage was again present and in September was being disassembled. Also by September, the shortened COOT, present since 1975, had been removed to the salvage yard. In November and December 1977, two FLOGGER fuselages were also seen at the institute. A probable shipping container similar in appearance to the unidentified container observed at SIBNIA in June 1974 was present from March through September 1977. Since no aircraft has been associated with this object it may have contained equipment other than an airframe for use at SIBNIA. At the

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AE/RTA in June 1977, no models were discernible on pedestals; the area where discarded models had been lying on the ground had been covered by canvas. By [ ] a storage building/shed had been constructed on the site.

36. (S/D) Aircraft and components identified at SIBNIA in 1978 were as follows: on [ ] a possible BISON nose, an intact FENCER, two FLOGGER without wings, a CARELESS fuselage surrounded by scaffolding, and numerous wing components were present. In addition, a possible FITTER A wing shipping container and a FISHBED shipping container were still present. By [ ] a second CARELESS without outer wing panels was present. No FLOGGER were discernible but other objects remained as in February. On [ ] a FENCER with wing tanks, a probable FISHPOT fuselage, a CARELESS with outer wings removed, two CARELESS outer wing panels, a COOT center fuselage section with wing panels and two engine nacelles, a CAMEL without outer wings, and an unidentified probable transport nose were observed. By [ ] scaffolding had been built around the CAMEL. On [ ] wings had been removed from the FENCER fuselage, a possible FLAGON fuselage was present, the COOT fuselage and wing sections were further disassembled, and no skin appeared to be on the inner wings. A possible AS-6 missile shipping container on a flatcar was on the rail line. This container was not present on subsequent imagery. By [ ] objects were essentially unchanged except that only the tail of the CARE-

LESS remained and the FISHBED shipping container was no longer present. No significant activity was observed in the AE/RTA.

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37. (S/D) During early 1979, no change in activity occurred within the institute until [ ] when a BISON B without outer wings and engines was (Figure 5) between the steplant and the structural test and engineering building (items 18 and 19). A BISON B had been seen intact at Novosibirsk Airfield Northeast in March. A BREWER, a FENCER fuelage, a FLAGON fuselage, a CARELESS tail section, two CAMEL without outer wings, two CAMEL outer wings, and one unidentified fuselage were also observed in SIBNIA. By [ ] the nose and empennage had been removed from the BISON B and were discernible adjacent to the aircraft. The tail had been removed from one CAMEL and was no longer visible. On [ ] the inner wings had been removed from the BISON B. By [ ] the BISON was no longer present and a third CAMEL without outer wings was present (CAMEL wings were at the airfield.) In July, a probable BISON aft fuselage, horizontal stabilizer, and nose were present; the BREWER was being disassembled; and a possible FENCER/FLAGON fuselage and two FENCER wing tanks were present. During August, one CAMEL was partially disassembled with its nose, empennage, and possibly inner wing panels removed. By the end of August, this CAMEL was no longer discernible. On [ ] a FENCER/FLAGON fuselage was present as well as two CAMEL fuselages

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and a possible COOKPOT fuselage. In December, objects observed at SIBNIA were a probable FLOGGER fuselage, two CAMEL without wings and empennage, and a COOKPOT fuselage without a tail section. No significant activity was observed in the AE/RTA.

38. (S/D) During early 1980, no significant changes were discernible at SIBNIA. Between [ ] the two CAMEL fuselages and one COOKPOT fuselage were all aligned between the steamplant (item 18) and the structural test and engineering building (item 19). On [ ] a CHARGER was in that area and the CAMEL and COOKPOT fuselages were not discernible, although an unidentified probable fuselage was present. On [ ] aircraft and components at SIBNIA were a CHARGER B, probable BISON components (a probable aft fuselage section and two probable stabilizers), a probable FLOGGER fuselage, a possible FLAGON fuselage and partial empennage, two CAMEL fuselages and two outer wing panels, one possible COOKPOT fuselage, and one unidentified probable aircraft fuselage, [ ] meters long. On [ ] a possible AS-6 missile shipping container on a flatcar was on the rail line.

39. (S/D) By [ ] the information cutoff date of this report, the CHARGER B appeared to have had its engines removed and the probable BISON components were not discernible. The other aircraft components mentioned above were still present but some had been relocated and further disassembled. In the AE/RTA, no significant activity was observed although vans and trucks were still present. No aircraft models were seen and the shelter/building still covered the area where models were last seen in 1977.

### Activity Summary and Conclusions

40. (S/D) The research area of the Novosibirsk Scientific Institute of Aviation SIBNIA performs aerodynamic research on airframe components. This research includes stress and load tests at various temperatures and pressures. Aircraft components representing all major Soviet fixed-wing design bureaus (OKBs) except the Antonov OKB have been identified at SIBNIA. Since pre-production models have not been seen within the institute, the structural test research accomplished at SIBNIA is probably related to determining aircraft component fatigue rates. Fuselages, wings, and tail assemblies of bombers, fighters, and transports have been identified at the institute. Occasionally, the components appeared to be bent or without skin. In addition to aircraft components, on two occasions a possible AS-6 missile shipping container has been seen on the SIBNIA rail line. No helicopter-related activity has been identified. The following table provides a summary of aircraft and aircraft-associated objects observed in the research area at SIBNIA since 1957, the date of the first available imagery. No usable imagery for aircraft identification exists between 1957 and mid-1965.

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41. (S/D) The AE/RTA probably accomplishes tests related to analysis of radar cross-section profiles and aircraft electronic equipment performance. Scale models of aircraft were discernible in the AE/RTA from 1965 to mid-1977. These models were two probable BLINDER; a probable BADGER; a probable FOXBAT; a large, probable CHARGER-type, subsequently seen inverted on a pedestal; and a small, probable fighter-type with modified delta wings. In August 1977, a storage building was constructed in the AE/RTA, and no aircraft models have been seen there since that date.

Date	Bomber	Fighter	Transport	Miscellaneous
1957			COACH/CRATE COACH/CRATE/CAB	
1965-1969	BEAR/CLEAT BISON	FLAGON Poss FIREBAR/ FLASHLIGHT	CLEAT CAMEL	Poss MOUJIK FITTER A wing shipping container
	BLINDER BEAGLE	FITTER	COOT CRATE	
1970-1974	BEAR/BISON BEAR/CLEAT BISON & BISON B	FLAGON FIREBAR B Poss FITTER BREWER	Prob CLEAT CAMEL COOKPOT COOT CRATE	Prob MANDRAKE Poss MAIL FITTER A wing shipping container Unid shipping container
1975-1979	BEAR/CLEAT BISON & BISON B BREWER	FENCER FLOGGER FLAGON Prob FISHBON FITTER FISHBED	CARELESS CAMEL COOKPOT COOT	Prob FISHBED shipping container FITTER A wing shipping container Poss AS-6 missile shipping container Unid shipping container
1980	Prob BISON	Poss FLOGGER Poss FLAGON	CHARGER B CAMEL COOKPOT	Unid prob fuselage & Poss AS-6 missile shipping container

**Top Secret RUFF****REFERENCES****IMAGERY**

(S/D) All available imagery acquired from [redacted] was used in the preparation of [redacted] 25X1

**MAPS OR CHARTS**

SAC. US Air Target Chart, Series 200, Sheet 0162-10, scale 1:200,000 (SECRET – Group I)

**DOCUMENTS**

1. NPIC. [redacted] RCA-09/0022/69, *Novosibirsk Airframe Plant Chkalov 153*, Jan 69 (TOP SECRET) [redacted] 25X1
2. NPIC. [redacted] RCA-09/0030/78, *Novosibirsk Airframe Plant Chkalov 153 (S)*, Oct 78 (TOP SECRET) [redacted] 25X1
3. NPIC. [redacted] RCA-09/0046/71, *USSR Airframe Plant Activity Review*, Apr 71 (TOP SECRET) [redacted] 25X1
4. USAF. IIR 1 521 0814 72 (5607-02) (C) *Novosibirsk Airframe Plant Chkalov 153 (550400N/0825910E)*, 7 Dec 72 (CONFIDENTIAL) [redacted] 25X1
5. CIA. CS-K-311/09375-65, *Siberian Scientific Institute of Aviation (SIBNIA)*, Novosibirsk, 3 Aug 65 (SECRET)
6. NPIC. [redacted] PIR-010/75, *New, Probable Aircraft Shipping Container*, *Novosibirsk Scientific Institute of Aviation SIBNIA, USSR*, Mar 75 (TOP SECRET) [redacted] 25X1
7. CIA. IR 1 521 1362 73, CS-K-311/01552-73, *The Chkalov Aircraft Plant at Novosibirsk*, 9 Apr 73 (CONFIDENTIAL) [redacted] 25X1
8. CIA. CS-K-311/09366-65, *The Central Aerohydrodynamic Institute (TsAGI)*, Moscow, 2 Aug 65 (SECRET)
9. DoD. IIR 1 570 0020 76, *Institute of Theoretical and Applied Mechanics (ITAM)*, Novosibirsk/Wind Tunnel Facilities (U), 27 Feb 76 (CONFIDENTIAL)

\*Extracted material is classified TOP SECRET [redacted] 25X1

**RELATED DOCUMENTS**

CIA. [redacted] CIA/PIR-65045, *Siberian Scientific Institute of Aviation (SIBNIA)* Novosibirsk, USSR, Oct 65 (TOP SECRET C-R) 25X1

FTD. [redacted] PAR 77-637, *Novosibirsk Scientific Institute of Aviation SIBNIA (U)*, 9 Sep 77 (TOP SECRET R) 25X1

FTD. [redacted] Drawing No 77D6521, *Novosibirsk Scientific Institute of Aviation SIBNIA (U)*, 26 Aug 77 (TOP SECRET R) 25X1

AFSC/AEDC. [redacted] *Soviet R&D Facility*, May 66 (TOP SECRET) [redacted] 25X1

**REQUIREMENT**

COMIREX J02  
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(S) Comments and queries regarding this report are welcome. They may be directed to [redacted] Warsaw Pact Forces Division, Imagery Exploitation Group, NPIC, [redacted] 25X1  
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